

# Draft Bicycle Parking Study

Presentation to Town Council

October 24, 2019

# Objectives

- Provide initial review of Commission's Study on a Bicycle Parking Strategy.
- Clearly define the PC process
- Obtain direction for additional work, if required

# Background

- **Biking growing within S.B. and local areas**
  - Promoted by State and in our CP Goal #6
- **Bike parking planning/resources not paced with this growth**
- **Current situation:**
  - more bikes and types
  - bike parking on personal property,
  - haphazard dropping of bikes
  - potential service vehicle blockage
- **PC tasked to study and suggest strategy after July 4<sup>th</sup> experience.**

# Study Guiding Principles

- Amicable resolution among interested parties
- No unreasonable restrictions to owner's property
- Character of town preserved
- Equitable implementation
- Costs justified by benefit
- Minimize impact on town staff

# Study Process

1. PC Collect data: resident input
2. Analyze input/data
3. Clarify problem
4. Identify constraints
5. Identify Alternatives (by Zone)
6. Show some example solutions
7. Safety review by Chief
8. Presentation to Council on Oct. 24, 2109
9. Update Plan based on Council feedback
10. Present final study to Council.

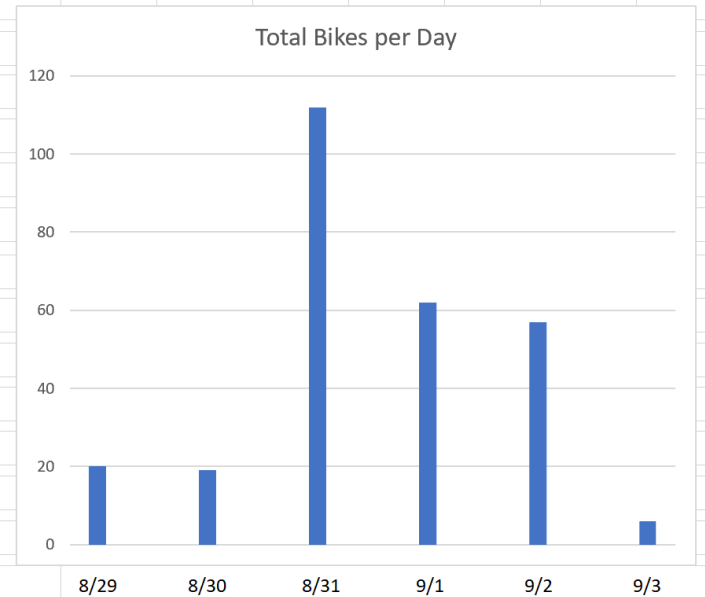
# 1. Collect Data

- Property owner input
- Labor Day weekend data
- Standards for auto and bike parking spaces
- Ocean Drive configuration
- Inventory Town owned property/possible private leases
- DELDOT and DNREC
- Open source information

<https://info.madrax.com/bike-storage-resource-center>

# Bike Parking Data Labor Day Weekend

BIKE PARKING DATA COLLECTION						
Data Collection dates and times: Labor Day Weekend 2019						
SB Location	8/29/2019 13:00 Thursday	8/30/2019 12:00 Friday	8/31/2019 13:00 Saturday	9/1/2019 12:00 Sunday	9/2/2019 13:00 Monday	9/3/2019 13:00 Tuesday
Sandpiper Village	21	38	92	39	12	8
N. 6th St. Bike racks *	8	8	25	20	7	1
N. 4th St. Beach access	3	0	2	6	5	0
N. 2nd St. Beach access *	2	0	14	15	6	0
Division St. Beach access	4	3	5	3	7	0
S. 1st St. Beach access	0	0	5	1	0	0
S. 2nd St. Beach access	0	1	1	1	1	0
S. 3rd St. Beach H.C. access	0	0	0	0	0	0
S. 4th St. Beach access *	0	0	4	0	0	0
S. 6th St. Beach access *	0	1	0	0	0	0
S. 7th St. & Ocean Dr.	0	0	1	2	0	0
S. 9th St. Beach access *	2	0	4	5	3	0
Indian St. Beach access	0	0	1	1	6	2
Jamaica St. Beach access *	0	1	10	0	0	0
Kewanee St. Beach access *	0	4	7	2	5	0
South end beach access *	1	1	13	4	7	1
Dune access parking area *	0	0	20	2	10	2
<b>Total Bikes:</b>	<b>20</b>	<b>19</b>	<b>112</b>	<b>62</b>	<b>57</b>	<b>6</b>



## 2. Analyze Community Input

- **Community Inputs in 6 categories:**
  - Restrict biking due to parking restrictions
  - Find more space for bike parking
  - Eliminate the need to bike
  - Safety suggestions
  - Enforcement suggestions
  - General ideas
- **65 Responses are posted on Town WEBSITE**  
[www.southbethany.delaware.gov](http://www.southbethany.delaware.gov)



# 3. Clarify Issue

- **Bike parking has three states:**
  1. Out of season state
  2. In season steady state
  3. Holiday/surge state
- **SB beach bikers draw from 3 Zones**
  - **Zone 1:** Northern most accesses : Sandpiper Village – North 6<sup>th</sup> Street that serve Anchorage, South Anchorage, Evergreen, Cat Hill and Canal Drives and numbered streets.
  - **Zone 2:** Mid town accesses: North 4<sup>th</sup> Street – South 9<sup>th</sup> that serve Rte 1 west accessed streets and Ocean Drive numbered streets
  - **Zone 3:** Southern most accesses: that serve Bayshore, York and Carlisle accessed streets and Indian, Jamaica, Kewanee, and Logan streets.

## 4. Constraints

- DNREC (beach)
- DELDOT (RTE 1)
- Town property locations and restrictions
- Property owner disinterest in lease of undeveloped lots
- Sandpiper Village size and parking.
- Enforceability
- Public access

# Overarching Strategy

- Address steady state first.
- Plan/implement surge alternatives beginning Memorial Day, week before and after July 4<sup>th</sup>, Labor Day weekend.
- Plan/observe behaviors/community impacts early.
  - Collect data
- Adjust strategy based on feedback and observation

# Key Considerations

- Respect for property owner's rights
- Respect for bikers needs
- Flexibility
- Practical enforceability
- Safety
- Maintenance of vehicular access

## 5. Alternatives by Zone

### Zones 2 and 3

- **Investigated 2 steady state strategies.**
  1. Lined parking spots; use undersized auto spaces for bikes.
  2. Lined bike parking corrals, retain flexible car parking.
- **Options for surge**
  1. Zone 2. likely not needed (if req'd., temp use of add'l parking spots)
  2. Zone 3. same as above; continue using end of Ocean Drive beach area.
    - Use of Mc Cabe's lot not is feasible.
    - Possibly use Rte 1 DELDOT acceptable area across from Mc Cables.

**Selected strategy 2 for steady state due to cost and flexibility.**

# An Example of Zone 2/3 Ocean Drive Alternative

- Single sided racks set off 2'
- Removable for plowing
- Style not suggested
- 10 bikes/ parking spot
- 5 cars between Sts.;  
1/5 for bikes =20%
- Exclude HC streets
- Yield approx. 100 spots



# Zone 1 Observations

- Conversion of **some** parking spots in SV at 10:1 ratio may resolve: off- season, and shoulder season steady state need.
- Use of **all** street parking spots in SV at a 10:1 ratio would still not resolve the steady state in season weekend nor holiday needs.
- Expanded use of north side of N6th St. should reduce some SV need.
- Mid season weekend and surge options are required.

# Zone 1 Steady State/ Surge Alternatives

## Four options considered:

- 1. Use Town Hall Park and shuttle to beach accesses.**
  - Not pursued: DELDOT restricts carts on Rte 1; van shuttles cost prohibitive; liability and logistic intensive.
- 2. Bike parking valet service for major weekends**
  - Not pursued: cost
- 3. RTE 1 grass border** between pedestrian walkway and end of canals in areas South of Anchorage/Evergreen behind utility poles. Add surge racks as needed OR,
- 4. Use DNREC approval and create bike corrals on beach** using no or temporary A frame racks for surge vs. racks on RTE 1.
  - roped temporary beach areas **seaward of SV lot lines and SB dune.**



# Zone 1 Options

A. Property On Rte 1 as shown  
- DELDOT controlled  
Must avoid utility easement  
or DELMARVA Power

B. Bike Corral on beach  
between N2 and SV accesses  
DNREC controlled  
Temporary surge option



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# Low Profile Racks May Work on Rte 1





# Simple A Frame Racks for Beach

- **Used by event organizations**
- **Can be self constructed**
- **Light wt., easily moved**
- **Bikes hang by seats**



# Recommendation for All Zones and States

- Where topography allows, use off-set beach access walkways to create a 6' pedestrian walkway and a separate 4 ' potential sand path for future bike parking.
  - Does not apply to SV walkways already installed.
  - Provides bike parking for off season when others removed.
  - Intended for in –season bikes with carts, wagons, etc.



# South End Low Grade Accesses

- May use low level walkways
- Room to side for bikes
- Uses split rail type fence for locking



4 ft

6 ft

# Consolidated Recommendations

- **Zone 1:**

- Convert 2 SV parking spaces into lined bike parking corrals
- Install low profile Council selected racks along RTE 1 (estimate 9 )
- Install additional racks on north side of N6th Street
- Improve beach access at N 6<sup>th</sup> ST to support beach corral surge option.

- **Zone 2/3**

- Convert 1 Ocean Dr. parking spot in each block into a bike corral (approx. 20')
- Pursue offset walkways for beach accesses where topography allows.

- **Develop town communication plan and signage.**

# Next Steps

- Obtain feedback from Council on recommendations
- Update report
- Submit update to Council.
- Town Manager/ Chief work enforceability as a separate follow-on issue.
- Council assign rack sizing and selection to appropriate committee.